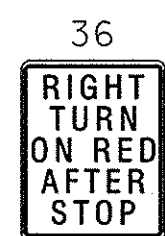


NOTE: MD 210 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNALS TO BE REMOVED
17a, 18a, 19a, 20a, 21a, 22a



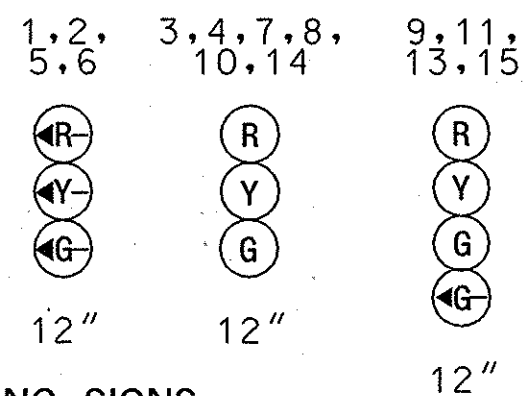
EXISTING SIGNS TO BE REMOVED



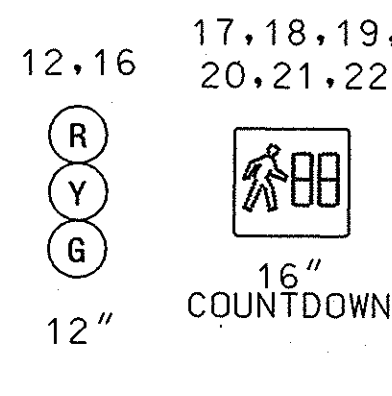
CONSTRUCTION DETAILS CONTINUED

- RELOCATE EXISTING TRAFFIC SIGNAL HEAD AND INSTALL NEW LED SIGNAL HEAD MODULES
- INSTALL NEW LED SIGNAL HEAD SECTIONS
- INSTALL NEW LED SIGNAL HEAD MODULES
- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS INDIAN HEAD HWY OR AUDREY LANE" (NOTE 1-3 IN. PVC BEND)(SEE NOTE 21)
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)
- INSTALL VIDEO DETECTION CAMERA ON EXISTING MAST ARM
- INSTALL OVERHEAD SIGN
- INSTALL GROUND MOUNTED SIGN ON ONE 4 IN. X 4 IN. WOOD SUPPORT
- INSTALL 24 IN. DETECTABLE WARNING SURFACE (SURFACE APPLIED), REFERENCE MD STD. 655.40 (SEE NOTE 18)
- INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK (SEE NOTE 9)
- INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE, REFERENCE MD STD. 655.40 (SEE DETAIL THIS SHEET)
- REMOVE EXISTING SIDEWALK RAMP AND CONSTRUCT MD STD. 655.11 SIDEWALK RAMP WITH DETECTABLE WARNING SURFACE, REFERENCE MD STD. 655.40
- CONSTRUCT MD STD. 655.21 CUT-THROUGH WITH DETECTABLE WARNING SURFACE, REFERENCE MD STD. 655.40
- REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PRIOR TO INSTALLATION OF RAMP AND NEW EQUIPMENT; CAP AND ABANDON EXISTING CONDUIT AT NEAREST HANDHOLE
- REMOVE EXISTING PUSHBUTTON AND PEDESTRIAN SIGNAL HEAD (FILL VOID WITH APPROVED MATERIAL) AND INSTALL NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON, AND SIGN R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS INDIAN HEAD HIGHWAY"
- REMOVE EXISTING GROUND MOUNTED SIGN AND SUPPORTS
- REMOVE EXISTING PAVEMENT MARKINGS
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON, AND INSTALL OVERHEAD SIGN NO. 53 ON EXISTING SIGNAL POLE (FILL VOID WITH APPROVED MATERIAL)
- USE EXISTING BASE MOUNTED CABINET
- USE EXISTING HANDHOLE
- USE EXISTING CONDUIT
- REMOVE EXISTING SIDEWALK AND CONSTRUCT MD STD. 655.21 CUT-THROUGH (4 FT. WIDE) WITH DETECTABLE WARNING SURFACE MD STD. 655.40
- INSTALL 5 IN. CONCRETE SIDEWALK (5 FT. WIDTH)
- REMOVE EXISTING CONCRETE SIDEWALK
- CONSTRUCT STANDARD TYPE A CURB AND GUTTER MD STD. 620.02

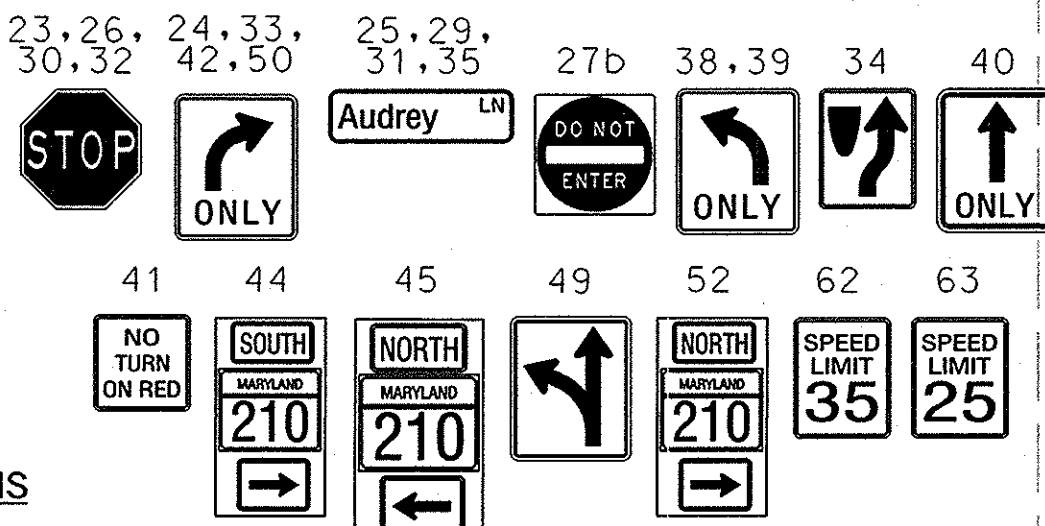
PROPOSED LED SIGNAL MODULE UPGRADE



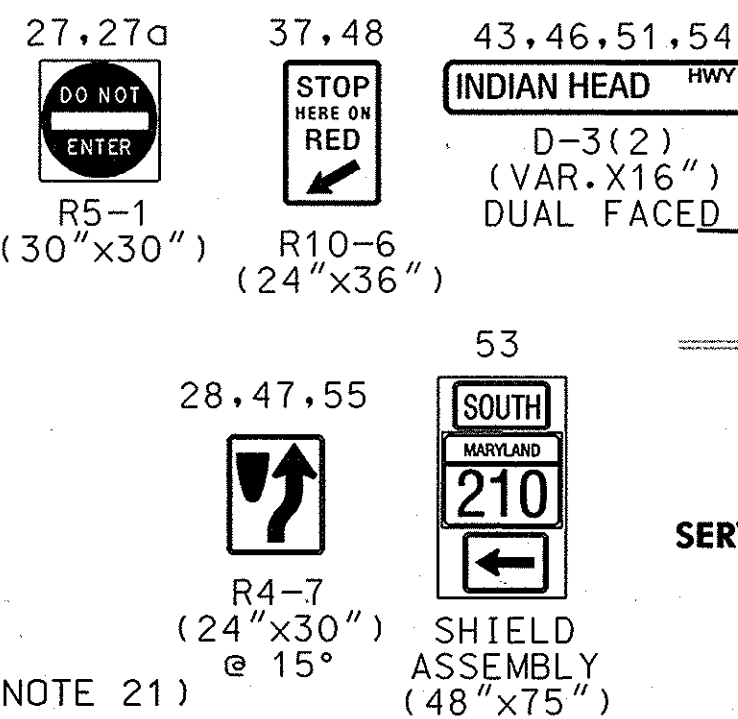
PROPOSED LED SIGNALS



EXISTING SIGNS TO REMAIN



PROPOSED SIGNS



TO I-295

MD 210 (INDIAN HEAD HWY)

SERVICE ROAD

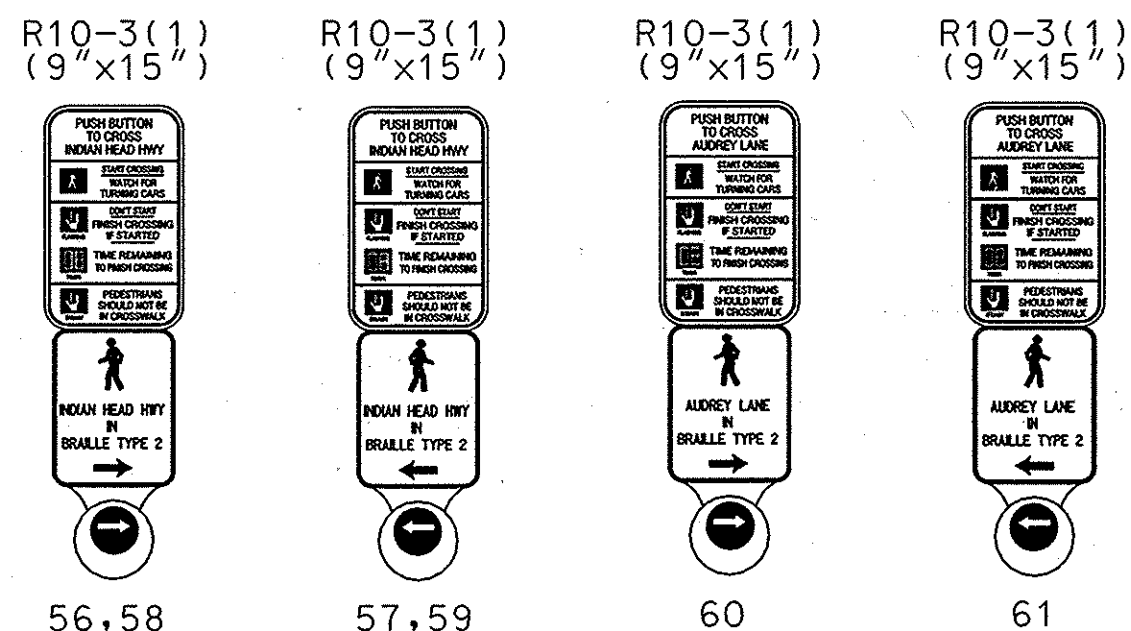
CONSTRUCTION DETAILS CONT.

- REMOVE EXISTING CONCRETE SIDEWALK AND CONSTRUCT MD STD. 655.21 CUT-THROUGH WITH DETECTABLE WARNING SURFACES MD STD. 655.40. CONSTRUCT STANDARD TYPE A CURB MD STD. 620.02 IN LIEU OF SIDE FLARES
- INSTALL SIGN NO. 27 ON EXISTING TUBULAR SUPPORT
- ADJUST EXISTING HANDHOLE TO GRADE
- REMOVE EXISTING HANDHOLE
- BAND OVERHEAD SIGN NO. 55 TO EXISTING LIGHT STRUCTURE
- REMOVE EXISTING VIDEO DETECTION CAMERA AND INSTALL NEW CAMERA IN THE SAME LOCATION
- ABANDON EXISTING LOOP WIRE

UTILITY LEGEND

— E — E —	ELECTRIC CABLES	— SD — SD —	STORM DRAIN
— A — A —	AERIAL CABLES	— G — G —	GAS MAIN
— T — T —	TELEPHONE CABLES	— W — W —	WATER MAIN
— F — F —	FIBER-OPTIC	— S — S —	SEWER MAIN

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN



PROPOSED VIDEO DETECTION

a, b, c, d, e, f, g, h

SERVICE ROAD

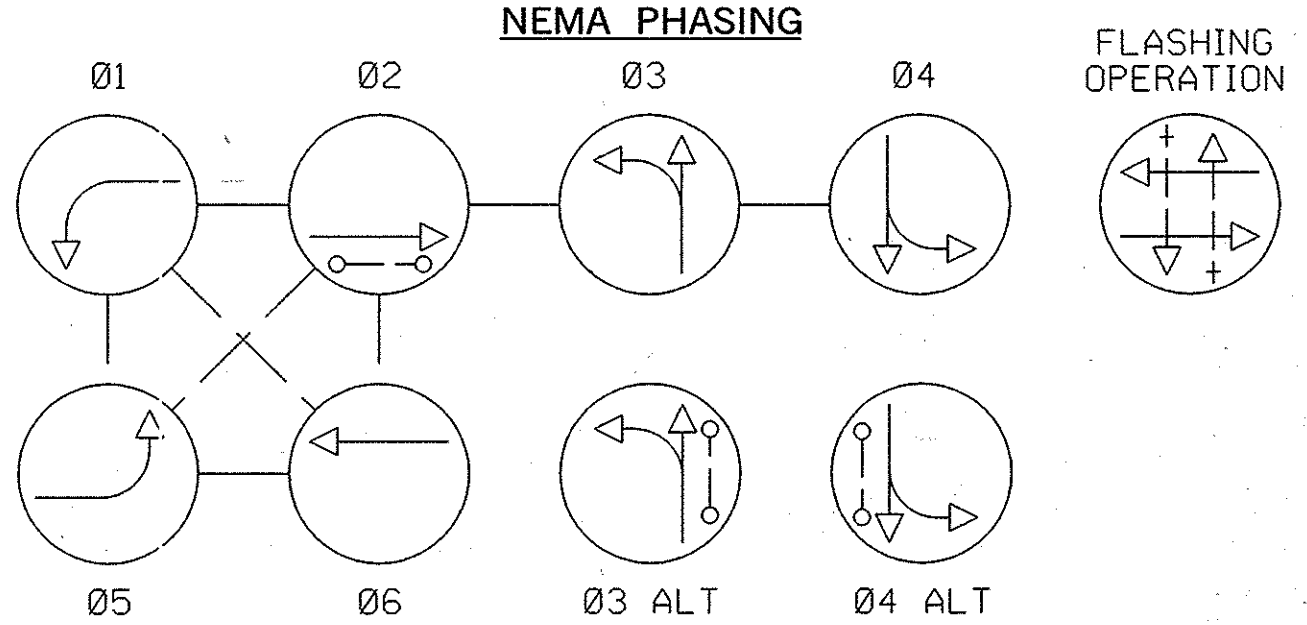
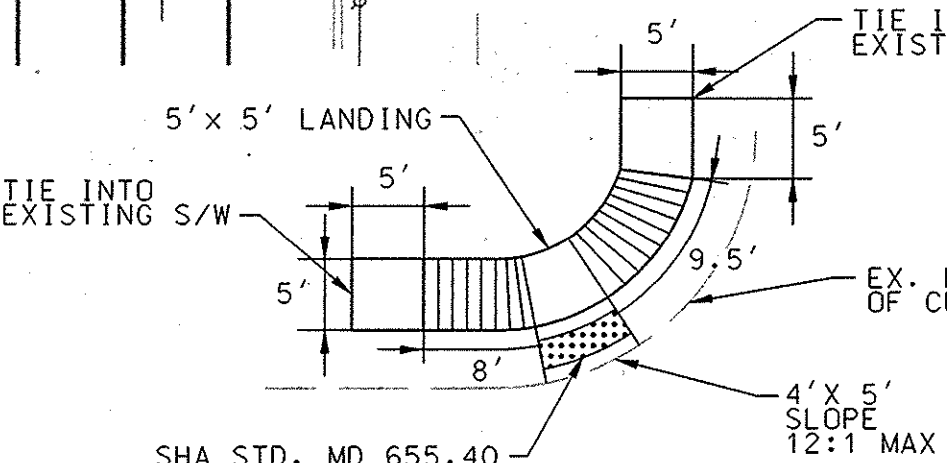
MD 210 (INDIAN HEAD HWY)

SERVICE ROAD

EXISTING OVERHEAD I/C SOUTH TO LIVINGSTON ROAD

NE SIDEWALK RAMP DETAIL (NOT TO SCALE)

NOTE: SIDE FLARE SLOPES TO BE 12:1 MAX.



NOTE: PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

GENERAL NOTES

- MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING THE MSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE, RAMP, AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
- THE CONTRACTOR IS TO REMOVE AND REPLACE THE CONCRETE SIDEWALK AT THE NEAREST JOINT.
- THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS WITH THE EXISTING OR PROPOSED RAMP.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE TO THE MSHA STANDARDS.
- ALL ACCESSIBLE PEDESTRIAN EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.
- WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
- SEE GENERAL INFORMATION SHEET FOR PEDESTAL POLE, SIGNAL HEAD, PAVEMENT MARKINGS, AND APS DETAIL LAYOUT.
- IF THE LOCATION OF THE ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST BE CHANGED, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER TO OBTAIN APPROVAL FOR THE NEW LOCATION TO ENSURE MUTCD SEC. 4E-09 AND FIG. 4E-2 REQUIREMENTS ARE MET. ALL WORK MUST BE HALTED UNTIL THE PROJECT ENGINEER HAS OBTAINED AN APPROVED LOCATION OR IF NECESSARY A DESIGN WAIVER IS OBTAINED.
- PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA, DOES NOT HAVE TO REACH MORE THAN 18 IN.
- VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
- THE CONTRACTOR SHALL INSTALL SIDEWALK WITH A DEPTH OF 5 IN. THE 4 INCH CONCRETE SIDEWALK QUANTITY HAS BEEN INCREASED BY A FACTOR OF 1.25 TO ACCOUNT FOR THE ADDED DEPTH.
- PLACE 24 IN. WIDE DETECTABLE WARNING SURFACE ALONG THE FULLY DEPRESSED PORTION OF THE EXISTING RAMP. THE MAT SHALL NOT EXTEND ONTO THE SIDE FLARES.
- THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO NEW SIDEWALK AND RAMP CONSTRUCTION.
- THE 10 FT. SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
- THE CONTRACTOR SHALL INTEGRATE PROPOSED/EXISTING CONCRETE FOUNDATIONS WITH NEW CURB/SIDEWALK RAMP WHERE NECESSARY.

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 210 (INDIAN HEAD HIGHWAY)
AT AUDREY LANE

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20'	DATE 5/24/22	CONTRACT NO. XX1005885
DESIGNED BY	COUNTY PRINCE GEORGE'S	
DRAWN BY D.DODA	LOGMILE 16021014.31	
CHECKED BY	T.I.M.S. NO. H226	
F.A.P. NO. T-8006 (3)	TOD NO.	
DRAWING NO. TS-586B	OF	SHEET NO. 1 OF 2

PLOTTED: Friday, May 04, 2007 AT 09:09 AM
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BY: thompson

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